





# DAILY RECORD-UNION

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To-day's Weather Indications.  
California—Fair weather.

"BRUISING."

A correspondent is solicitous that something should be done to check the "fugitive" craze that has so seized upon the California communities. He holds no "fugitive" for experience has demonstrated that the short road to remedy all extravagance of that kind is through the lane of "let alone." The forces that maintain these "crazes" extend themselves soonest when not resisted by assault. An organized and persistent effort to check this fever of nose-smashing might but add to the lease of its life. It is a fire that is not blown upon, because it will be as certain as death that the sun will shine after the night passes. To be sure, pugilism will continue, but not necessarily the fevered craze of the present. Pugilism as a sport in athletics is quite as old as civilization. These are the contests of fists and muscles in which Hercules and Prometheus and the fabled heroes engaged. The light glows of this day is as down and velvet compared to the "crazes" of dried cow-hide studded with iron and leaden knobs, that the boxes of the ancient prize rings wore. It is now a hundred and forty years and more, since the brutal and brutalizing fighting as we know it in this day, was introduced into England, and really, if anything, the contests of the present are greatly milder than those that the English encouraged in the last century. Boxing will continue to be a rude, vulgar and brutalizing sport in some circles, and in others it may be confined to a rational system of instruction in the art of using the limbs for self-defense in fistfights, and in wrestling, and into which neither brutality or coarseness may enter. But as for the present craze that feeds upon the excitement of bruising matches between fellows, who, as a rule, are fit for little less than animal contests, and who will presently be as much in disfavor as they are now in demand, it will have its decadence, and is best left to expend itself. Half a dozen years ago or so an effort was made in all the States to suppress it and to determine the exact point at which bruising must cease, and to fix the line up to which it might be permitted to go on. But the attempt only whetted the appetite for brutal exhibitions, and the law has latterly not much interfered through its officers to prevent the bruising fraternity from battering each other into insensibility and even into death. No issue is possible as to the demoralizing influence of these bruising matches; among thoughtful citizens there can be but one judgment reached regarding them. But when it comes to remedying them, we incline strongly to the belief that communities will soonest be rid of the craze by getting "a full stomach of it," when the inevitable reaction will set in.

The Chief of Police of this city is about to propose to the city legislative body the adoption of the police patrol wagon system. In our local columns will be found a succinct description of this system and some account of what it is believed its economy and general usefulness will prove to be. The only question that is really a serious one in the matter is that of the ability of the city to bear the expense, at this time, of the system. But from the experience of other cities in this matter, it is safe to predict that, if added to our police methods, we will find it to be a money-saver. It will insure duty-doing by the roundsmen and quick response to the call for police aid, and these in turn lessen the activity of the criminal element that is a source of constant expense. It will be an efficient aid in preventing the escape of the lawless after the commission of crime, and thus save to the city considerable expenditure in pursuing offenders. It will in part pay for itself by eliminating the cost now unavoidable in transporting prisoners and the sick and wounded to the city prison or to the hospitals. One of its greatest advantages will be the abolition of the system that withdraws a roundsman from his beat whenever he makes an arrest, for he must now leave his post to convey his prisoner to the central station, and in the meanwhile his beat is exposed, a fact that burglars, petty thieves and others of the lawless class seldom permit to remain unimpaired. It is therefore an open question with much favoring its affirmation, "Will not the proposed system really save money to the city?" If the authorities can see their way clear to this adoption, we are confident that the patrol wagon system will work many benefits and economies for the city. Not the least of these will be its usefulness at fires, its humanity in conveying the sick and wounded, and lastly, the assurance that the people will be justified in entertaining that every roundsman is in his allotted hours on duty, patrolling his beat, and so far as he can do so, protecting the homes of the people from assault.

The Oklahoma matter is assuming giant proportions. The President's proclamation throws open to settlement in the Indian Territory lands that have heretofore been reserved for the Indian tribes. These lands are area sufficient to accommodate about 12,000 settlers, but about 50,000 would-be settlers have gathered along the borders of the promised land, together with fully 10,000 more who are town-plot speculators and goods dealers, waiting for the dawn of the hour that will permit their entry upon the soil without encountering the bayonet of a soldier. Of course, in the scramble that will ensue when the rush becomes lawful, there will be not less than 35,000 disappointed people, and as a matter of course, also, there will be violence, bloodshed and death. The strong will triumph over the weak and overcome them; the lawless and brutal will ride rough-shod over the rights of those feeble than they and more merciful.

## EAST OF THE ROCKIES.

CUTTING DOWN THE TELEGRAPH POLES IN NEW YORK.

A Bold Bank Robbery—An Oration to Edwin Booth—Wife Murdered and Suicide.

(SPECIAL DISPATCHES TO THE RECORD-UNION.)

THE DANMARK.

The ill-fated Steamer Said to Have Been a Strong Iron Vessel.

PHILADELPHIA, April 16th.—Captain Smith, of the steamer *Danmark*, arrived here this afternoon from Antwerp, was commander of the ill-fated steamer before the change of ownership, and was much concerned over the disaster which was said to have overtaken that vessel. Captain Smith, when questioned, said the *Danmark* was a remarkably strong vessel, and was extra braced with iron over her upper works. "It is a vessel," he said, "which was one of the strongest in the world, and was never in a worse condition than when she was sold, just previous to her trip, and was chief officer of the vessel. I was very close to where the ship was sighted. "I saw her picked up," he continued, "by a sailing vessel, and she was towed to the pier for the *Danmark*. Of course no sailing vessel would continue her voyage with such a crowd on board unless the port was bound to be the most easily reached. It would take longer for a vessel to make the *Danmark* than to reach the Irish coast where the *Danmark* was seen, because the wind would be mostly ahead. The distance to the Fastnet Light would be about 100 miles, and the ship would have been a sailing vessel ought to make it in about eight days."

THE SUGAR TRUST.

In Its Original Form It Is a Thing of the Past.

NEW YORK, April 16th.—In the suit recently brought against the American Sugar Refining Company, of San Francisco, in the name of the People, and upon the same grounds, as in the action against the North River Sugar Refining Company, it is now being argued that the American Sugar Refining Company is a mere trust, and that the suit should be dismissed.

SECRETARY BUSSEY.

He Renders Three Very Important Decisions.

WASHINGTON, April 16th.—Assistant Secretary Bussey to-day rendered three important decisions, which are of great importance in the history of the movement.

NEW YORK, April 16th.—A special dispatch from New York to-day says that the *Danmark* was a remarkably strong vessel, and was extra braced with iron over her upper works. "It is a vessel," he said, "which was one of the strongest in the world, and was never in a worse condition than when she was sold, just previous to her trip, and was chief officer of the vessel. I was very close to where the ship was sighted. "I saw her picked up," he continued, "by a sailing vessel, and she was towed to the pier for the *Danmark*. Of course no sailing vessel would continue her voyage with such a crowd on board unless the port was bound to be the most easily reached. It would take longer for a vessel to make the *Danmark* than to reach the Irish coast where the *Danmark* was seen, because the wind would be mostly ahead. The distance to the Fastnet Light would be about 100 miles, and the ship would have been a sailing vessel ought to make it in about eight days."

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PHILADELPHIA, April 16th.—Captain Smith, of the steamer *Danmark*, arrived here this afternoon from Antwerp, was commander of the ill-fated steamer before the change of ownership, and was much concerned over the disaster which was said to have overtaken that vessel. Captain Smith, when questioned, said the *Danmark* was a remarkably strong vessel, and was extra braced with iron over her upper works. "It is a vessel," he said, "which was one of the strongest in the world, and was never in a worse condition than when she was sold, just previous to her trip, and was chief officer of the vessel. I was very close to where the ship was sighted. "I saw her picked up," he continued, "by a sailing vessel, and she was towed to the pier for the *Danmark*. Of course no sailing vessel would continue her voyage with such a crowd on board unless the port was bound to be the most easily reached. It would take longer for a vessel to make the *Danmark* than to reach the Irish coast where the *Danmark* was seen, because the wind would be mostly ahead. The distance to the Fastnet Light would be about 100 miles, and the ship would have been a sailing vessel ought to make it in about eight days."

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## RAILROAD NEWS.

**A Million and a Half to be Expended.**  
The San Joaquin Valley.  
San Francisco Chronicle, April 16th.  
C. J. Huntington, president of the Southern Pacific company, has just received a report from the engineers of that road, which is a question of "yes" or "no" to the question, "Will we build to San Luis Obispo and will probably be the work done. The people of that town are excited to treat us fairly. When we went down there last week we asked for rights of way, grounds for depot and other buildings, and also for the crossing of one or two streets. I think this will be granted and we will begin work. We shall not, however, rush the extension of the line, but will proceed in an economical and practical way. It will take about two years to build the sixteen miles of road from Santa Margarita to San Luis Obispo, and it will cost \$1,500,000, for there is a great deal of tunnel work and some heavy grades to be cut. The Southern Pacific will get along easily enough, for there are a good many miles of what railroad people call "pleasant work." No, it is not yet decided whether we will build along the seashore or farther inland. Three or four surveys have been made, and we will select the most feasible one when we get down that far."

"How about San Joaquin valley construction?" was asked.  
"We are going to lay steel on our new grade down the west side of the valley and will build an east-side line, probably starting from Oakdale and running south to connect with the new road which we have built below Fresno."

"I have heard something about a project of that kind, but you may rest assured we will build there, for we have got the steel on the way. As for the opposition scheme, I know little about it. I know a great deal about our business, but I don't know much about other people's. We couldn't afford to let a foreign line get in there and we are going to build that road ourselves. I don't care what any other company does."

Superintendent Bassett of the coast division of the Southern Pacific will begin running about April 20th. It will run as an extra train, and will reach Monterey in three hours and ten minutes. A new time table for the season will go into effect the same date. The first morning train from San Jose will leave this city at 7:35 a. m., and arrive at San Jose at 9:25 a. m. The earliest morning train at present is the San Jose at 10:25 a. m. The new arrangement will give San Jose six daily passenger trains from this city, as the South Pacific Coast and the coast line will run three times each day. This will give a total of twelve trains between San Francisco and San Jose each day, making the time there and back for passengers in this State about the same as for San Francisco and other towns. V. Seward, a special train, has arrived in Los Angeles. It is a special train, and is in the hands of the Southern Pacific company, and brother-in-law of the landholders. His train is said to be the finest that ever ran to this coast. The train will be here in a few days.

S. W. Knapp, Division Superintendent of the Southern Pacific Company at Ogden, was in the city yesterday. Trains began running to Ukiah yesterday. Stage connections are made at that point for Mendocino City, Sherwood Valley and Blue Lake, and at Cloverdale for Lakeport. Stage connections will be made at Hopland for Lakeport in a short time. The full inauguration scheme of the Southern Pacific coast line, which is working very well according to reports from New York, is the first day of the opening of the immigration office there for that purpose the people in charge received 135 callers and 175 letters.

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